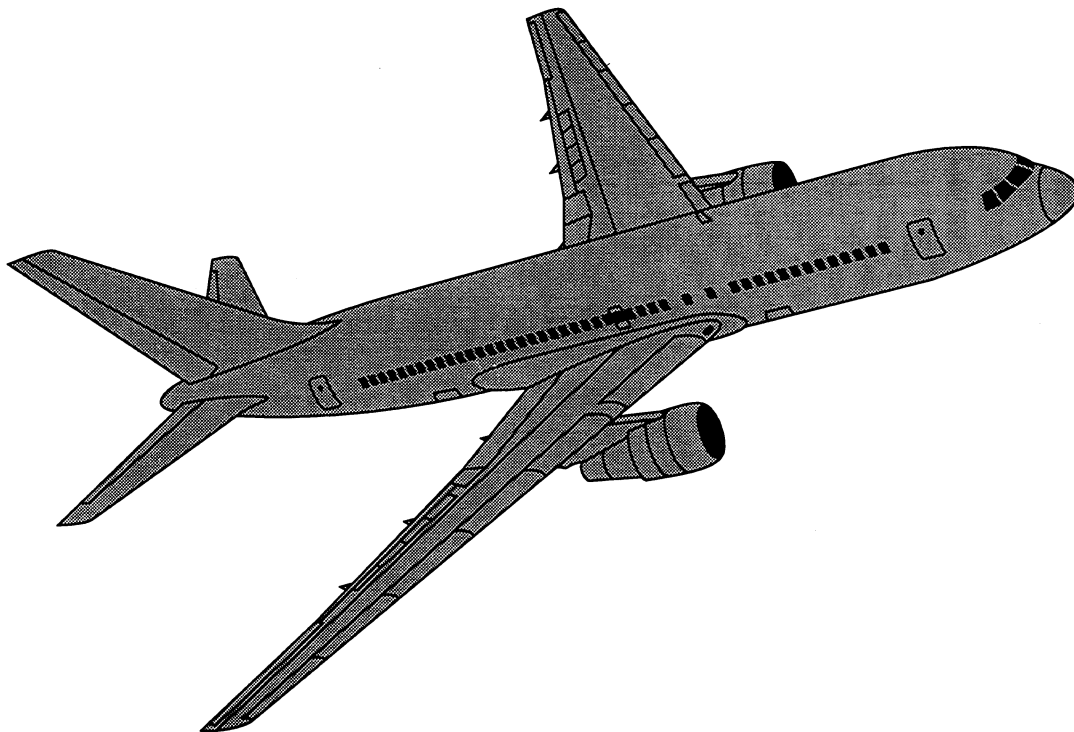


**AIRLINE TRANSPORT PILOT,
AIRCRAFT DISPATCHER,
AND
FLIGHT NAVIGATOR
KNOWLEDGE TEST GUIDE**



**U.S. Department of Transportation
Federal Aviation Administration**

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AIRCRAFT DISPATCHER,
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1995

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**
Flight Standards Service

PREFACE

The Flight Standards Service of the Federal Aviation Administration (FAA) has developed this guide to help applicants meet the knowledge requirements for airline transport pilot, aircraft dispatcher, and flight navigator certification.

This guide contains information about eligibility requirements, test descriptions, testing and retesting procedures, and sample test questions representative of those used in the official tests. Sample test questions and choices of answers are based on regulations, principles, and practices valid at the time this guide was printed. In addition, appendix 1 provides a list of reference materials and subject matter knowledge codes, supplemental study reference materials, and computer testing designees. The list of subject matter knowledge codes should be referred to when reviewing areas of deficiency on the airman test report. Changes to the subject matter knowledge code list will be published as a separate advisory circular.

The airline transport pilot, aircraft dispatcher, and flight navigator test question bank and subject matter knowledge code list for all airmen certificates and ratings, with changes, may be obtained by computer modem from FedWorld at (703) 321-8020. This bulletin board service is provided by the U.S. Department of Commerce, 24 hours a day, 7 days per week. For technical assistance regarding computer software and modem requirements for this service, contact the FedWorld help desk at (703) 487-4608 from 7:30 a.m. to 5:00 p.m. e.s.t., Monday through Friday.

This publication may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402-9325 or from U.S. Government Printing Office bookstores located in major cities throughout the United States.

Comments regarding this guide should be sent to:

Federal Aviation Administration
Operations Support Branch, AFS-630
ATTN: ATP Certification Area Manager
P. O. Box 25082
Oklahoma City, OK 73125

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AIRLINE TRANSPORT PILOT, AIRCRAFT DISPATCHER, AND FLIGHT NAVIGATOR KNOWLEDGE TEST GUIDE

INTRODUCTION

The FAA has available hundreds of computer testing centers nationwide. These testing centers offer the full range of airman knowledge tests including military competence, instrument foreign pilot, and pilot examiner predesignated tests. Refer to appendix 1 in this guide for a list of computer testing designees.

This knowledge test guide was developed to be used by applicants preparing to take a knowledge test for the following ratings:

Airline Transport Pilot—Airplane (FAR 121)
Airline Transport Pilot—Airplane (FAR 135)
Airline Transport Pilot—Airplane—Added Rating
(FAR 135)
Airline Transport Pilot—Helicopter (FAR 135)
Airline Transport Pilot—Helicopter—Added Rating
(FAR 135)
Aircraft Dispatcher (FAR 65)
Flight Navigator (FAR 63)

What is required to become a skilled and effective airline transport pilot, aircraft dispatcher, or flight navigator? Although some individuals possess more knowledge and skills than others, no one is born a natural pilot, dispatcher, or navigator. Competent airmen become so through study, hard work, and experience.

This guide is not offered as a quick and easy way to obtain the necessary information for passing the knowledge tests. There is no quick and easy way to obtain the background of experience, knowledge, and skill needed to dispatch or operate aircraft safely in our complex national airspace system. Rather, the intent of this guide is to define and narrow the field of study, as much as possible, to the required knowledge areas for obtaining an airline transport pilot, aircraft dispatcher, or flight navigator certificate.

ELIGIBILITY REQUIREMENTS

The general qualifications for an airline transport pilot, aircraft dispatcher, or flight navigator certificate require that the applicant have a combination of experience, knowledge, and skill.

An applicant for an airline transport pilot certificate or added rating should carefully review the appropriate sections of Federal Aviation Regulations (FAR) Part 61 for detailed information pertaining to this subject.

An applicant for a flight navigator certificate should carefully review the appropriate sections of FAR Part 63 for detailed information pertaining to this subject.

An applicant for an aircraft dispatcher certificate should carefully review the appropriate sections of FAR Part 65 for detailed information pertaining to this subject.

KNOWLEDGE AREAS ON THE TESTS

The tests are designed to test an applicant's knowledge in many subject areas. An applicant for an airline transport pilot certificate or added rating should review the appropriate sections of FAR Part 61 for the specific knowledge areas on each test. An applicant taking the airline transport pilot (FAR 121) airplane test will be tested on FAR Part 121 as one of the knowledge areas. An applicant taking the airline transport pilot (FAR 135) airplane test will be tested on FAR Part 135 as one of the knowledge areas. All other knowledge areas are not specified as being for FAR Part 121 or FAR Part 135, and the questions may be used on any of the tests.

An applicant for a flight navigator certificate should review the appropriate sections of FAR Part 63 for the specific knowledge areas on the test.

An applicant for an aircraft dispatcher certificate should review the appropriate sections of FAR Part 65 for the specific knowledge areas on the test. The applicant will be tested on FAR Part 121 as one of the knowledge areas. If Part 135 commuter operators (as defined in DOT Part 298) are required to have aircraft dispatchers in the future, FAR Part 135 questions will be added to the test. The aircraft dispatcher applicant is not required to have the flying skills of an airline transport pilot but is expected to have the same knowledge.

DESCRIPTIONS OF THE TESTS

All test questions are the objective, multiple-choice type, with three choices of answers. Each question can be answered by the selection of a single response. The minimum passing score for each test is 70 percent.

The maximum time allowed for taking each test is either 2.5 or 3 hours, and is based on previous experience and educational statistics. This amount of time is considered more than adequate for applicants with proper preparation and instruction.

The following tests each contain 80 questions and 3 hours is allowed to take each test:

Airline Transport Pilot—Airplane (FAR 121)
Airline Transport Pilot—Airplane (FAR 135)
Airline Transport Pilot—Helicopter (FAR 135)
Flight Navigator
Aircraft Dispatcher

The following tests each contain 50 questions and 2.5 hours is allowed to take each test:

Airline Transport Pilot—Airplane—Added Rating
(FAR 135)
Airline Transport Pilot—Helicopter—Added Rating
(FAR 135)

Communication between individuals through the use of words is a complicated process. In addition to being an exercise in the application and use of aeronautical knowledge, a test is also an exercise in communication since it involves the use of the written language.

Since the tests involve written rather than spoken words, communication between the test writer and the person being tested may become a difficult matter if care is not exercised by both parties. Consequently, considerable effort is expended to write each question in a clear, precise manner. Applicants should carefully read the information and instructions given with the tests, as well as the statements in each test item.

When taking a test, keep the following points in mind:

1. Answer each question in accordance with the latest regulations and procedures.

2. Read each question carefully before looking at the possible answers. You should clearly understand the problem before attempting to solve it.

3. After formulating an answer, determine which of the responses most nearly corresponds with your answer. The answer chosen should completely resolve the problem.

4. From the answers given, it may appear that there is more than one possible answer. However, there is only one answer that is correct and complete. The other answers are either incomplete or are derived from popular misconceptions.

5. If a certain question is difficult for you, it is best to mark it for RECALL and proceed to the next question. After you answer the less difficult questions, return to those which you marked for recall and answer them. The recall marking procedure will be explained to you prior to starting the test. Although the computer should alert you to unanswered questions, make sure every question has an answer recorded. This procedure will enable you to use the available time to the maximum advantage.

6. When solving a calculation problem, select the answer nearest your solution. The problem has been checked with various types of calculators; therefore, if you have solved it correctly, your answer will be closer to the correct answer than any of the other choices.

TAKING A KNOWLEDGE TEST BY COMPUTER

You should determine what authorization requirements are necessary before contacting or going to the computer testing center. Testing center personnel cannot begin the test until you provide them with the proper authorization, if one is required. A limited number of tests require no authorization. However, you should always check with your instructor or your local Flight Standards District Office if you are not sure what kind of authorization to bring to the testing facility.

The next step is the actual registration process. Most computer testing centers require that all applicants contact a central 1-800 phone number. At this time, you should select a testing site, schedule a test date, and make financial arrangements for test payment. You may register for tests several weeks in advance of the proposed testing date. You may cancel your appointment up to 2 business days before test time, without financial penalty. After that time, you may be subject to a cancellation fee as determined by the testing center.

You are now ready to take the test. Remember, you always have an opportunity to take a sample test before your actual test begins. Your actual test is under a time limit, but if you know the material, there should be sufficient time to complete and review your test. Within moments of completing the test, you will receive an airman test report, which contains your score. It also lists those subject matter knowledge areas where questions were answered incorrectly. **The total number of subject matter knowledge codes shown on the test report is not necessarily an indication of the total number of questions answered incorrectly.** These codes refer to a list of knowledge areas that can be found in appendix 1 of this guide. You can study these knowledge areas to improve your understanding of the subject matter.

The airman test report, which must show the computer testing company's embossed seal, is an important document. **DO NOT LOSE THE AIRMAN TEST REPORT** as you will need to present it to the examiner prior to taking the practical test. Loss of this report means that you will have to request a duplicate copy from the FAA in Oklahoma City. This will be costly and time consuming.

The validity period of an airline transport pilot test may be extended past the 24 calendar months by an FAA Aviation Safety Inspector (Operations) or an Airline Transport Pilot Examiner, if the following conditions are met:

1. Flight crewmembers employed by a Part 121 operator or a Part 135 commuter operator (as defined in DOT Part 298), in either an airplane or a helicopter operation, must meet the following requirements to extend the validity date past 24 months:

a. The applicant must have been employed as a flight crewmember by a Part 121 operator or a Part 135 commuter operator at the time the knowledge test was passed, or must have become employed by a Part 121 or Part 135 commuter operator within 24 calendar months after passing the knowledge test.

b. At the time of the practical test, the applicant must be employed as a flight crewmember by a Part 121 operator or a Part 135 commuter operator. The applicant is **NOT REQUIRED** to have been continuously employed in a qualifying position between the time the knowledge test was passed and the time application is made to take the practical test.

c. The applicant must be currently participating in a training program which includes a recurrent training curriculum in accordance with Part 121 or Part 135.

d. The applicant must have completed initial new-hire or initial equipment training, and if appropriate, transition or upgrade training.

2. Military personnel who participate as pilots in the flight training program of a scheduled military transportation service must meet the following requirements:

a. The applicant must have been participating in the flight training program at the time the knowledge test was passed, or have begun participating in the flight training program within 24 calendar months after passing the knowledge test.

b. The applicant must be currently participating in the military training program.

Inspectors and examiners will not accept an expired airman test report for the practical test unless the applicant provides written evidence of continued eligibility. When satisfactory evidence is presented, the inspector or examiner will enter, date, and sign the following statement on the airman test report:

“The period of validity of this form has been extended in accordance with the provisions of FAR Section 61.39(b).”

CHEATING OR OTHER UNAUTHORIZED CONDUCT

Computer testing centers follow rigid testing procedures established by the FAA. This includes test security. When entering the testing area, you are permitted to take only scratch paper furnished by the test administrator, and an authorized aviation computer, plotter, etc., approved for use as listed in FAA Order 8080.6, Conduct of Airmen Knowledge Testing via the Computer Medium, and AC 60-11, Aids Authorized for Use by Airman Written Test Applicants. The FAA has directed testing centers to stop a test any time a test administrator suspects a cheating incident has occurred. An FAA investigation will then follow. If the investigation determines that cheating or other unauthorized conduct has occurred, any airman certificate that you hold may be revoked, and you may not be allowed to take a test for 1 year.

RETESTING PROCEDURES

If the score on the airman test report is 70 or above, the report is valid for 24 calendar months. If your score is 70 or above, you may elect to retake the test, in anticipation of a better score, after 30 days from the date the last test was taken. Prior to retesting, you must give your current airman test report to the computer testing administrator. Remember, the score of the **latest** test you take will become the official test score. The FAA will not consider allowing anyone to retake a valid test before the 30-day remedial study period.

A person who fails an airline transport pilot test must present the airman test report and a valid medical certificate prior to retesting. An applicant should review the appropriate section of FAR Part 61 for remediation and current information.

A person who fails a flight navigator test must present the airman test report and a valid second-class medical certificate before retesting. The applicant should also review the appropriate section of FAR Part 63.

A person who fails an aircraft dispatcher test must present the airman test report before retesting. The applicant should review the appropriate section of FAR Part 65.

SAMPLE TEST QUESTIONS AND ANSWERS

AIRLINE TRANSPORT PILOT–AIRPLANE (FAR 121) (ATP)

1. If a turbine-engine-powered, pressurized airplane is not equipped with quick-donning oxygen masks, what is the maximum flight altitude authorized without one pilot wearing and using an oxygen mask?

- A—FL 300.
- B—FL 250.
- C—FL 200.

Answer B—Subject Matter Knowledge Code: D11. FAR Section 121.333(c)(2) states in part: “When operating at flight altitudes above flight level 250, one pilot at the controls of the airplane shall at all times wear and use an oxygen mask secured, sealed, and supplying oxygen, except that the one pilot need not wear and use an oxygen mask while at or below flight level 410 if each flight crewmember on flight deck duty has a quick-donning type of oxygen mask....”

2. The “age 60 rule” of FAR Part 121 applies to

- A—any required pilot crewmember.
- B—any pilot or flight engineer.
- C—the pilot in command only.

Answer A—Subject Matter Knowledge Code: D13. FAR Section 121.383(c) states: “No certificate holder may use the services of any person as a pilot on an airplane engaged in operations under this part if that person has reached his 60th birthday. No person may serve as a pilot on an airplane engaged in operations under this part if that person has reached his 60th birthday.”

AIRLINE TRANSPORT PILOT–AIRPLANE (FAR 135) (ATA) AND AIRLINE TRANSPORT PILOT ADDED RATING–AIRPLANE (FAR 135) (ARA)

1. At altitudes above 10,000 feet through 12,000 feet MSL, each pilot of an unpressurized airplane must use supplemental oxygen for that part of the flight that is of a duration of more than

- A—20 minutes.
- B—45 minutes.
- C—30 minutes.

Answer C—Subject Matter Knowledge Code: E02. FAR Section 135.89(a)(1) states in part: “At altitudes above 10,000 feet through 12,000 feet MSL for that part of the flight at those altitudes that is of more than 30 minutes duration....”

2. Which is an operational requirement concerning ice, snow, or frost on structural surfaces?

- A—A takeoff may not be made if ice or snow is adhering to the wings, stabilizing or control surfaces.
- B—A takeoff may be made with ice, snow, or frost adhering to the wings, stabilizing or control surfaces if wing anti-icing and icing equipment is operating.
- C—If snow, ice, or frost is adhering to the airplane’s lift or control surfaces, but polished smooth, a takeoff may be made.

Answer A—Subject Matter Knowledge Code: E04. FAR Section 135.227(a)(1)(2) states: “No pilot may take off an aircraft that has frost, ice, or snow adhering to any rotor blade, propeller, windshield, wing, stabilizing or control surface, to a powerplant installation, or to an airspeed, altimeter, rate of climb, or flight attitude instrument system, except under the following conditions:

(1) Takeoffs may be made with frost adhering to the wings, or stabilizing or control surfaces, if the frost has been polished to make it smooth.

(2) Takeoffs may be made with frost under the wing in the area of the fuel tanks if authorized by the Administrator.”

AIRLINE TRANSPORT PILOT-HELICOPTER (FAR 135) (ATH) AND AIRLINE TRANSPORT PILOT ADDED RATING-HELICOPTER (FAR 135) (ARH)

1. What is the result of loading a helicopter so that the CG is aft of the rearward limit?

- A—Insufficient aft cyclic control to decelerate properly during an approach.
- B—Inability of the pilot to recognize this dangerous condition when hovering in a strong headwind.
- C—Insufficient forward cyclic control to fly in the upper allowable airspeed range.

Answer C—Subject Matter Knowledge Code: H76. AC 61-13, Basic Helicopter Handbook, states: "The pilot may find it impossible to fly in the upper allowable airspeed range due to insufficient forward cyclic displacement to maintain a nose-low attitude."

2. What is the minimum rest period that must be provided for a pilot assigned to Helicopter Hospital Emergency Medical Evacuation Service (HEMES) who has been on duty for a 50-hour period?

- A—16 consecutive hours.
- B—12 consecutive hours.
- C—10 consecutive hours.

Answer A—Subject Matter Knowledge Code: E06. FAR Section 135.271(h)(2) states: "At least 16 consecutive hours for an assignment of more than 48 hours."

AIRCRAFT DISPATCHER (FAR 65) (ADX)

1. To remain current as an aircraft dispatcher, a dispatcher must, in addition to other requirements,

- A—make a trip over one of the air carrier's routes within the preceding 6 calendar months.
- B—spend 5 hours observing flight deck operations within the preceding 12 calendar months.
- C—make a trip in one of the types of airplanes to be dispatched, every 3 months.

Answer B—Subject Matter Knowledge Code: D16. FAR Section 121.463(c) states: "No domestic or flag air carrier may use any person, nor may any person serve, as an aircraft dispatcher unless within the preceding 12 calendar months he has satisfactorily completed operating familiarization consisting of at least 5 hours observing from the flight deck operations under this part in one of the types of airplanes in each group he is to dispatch."

2. When an aircraft dispatcher declares an emergency for a flight and a deviation results, a written report shall be sent to the

- A—ATC facility chief within 48 hours.
- B—nearest FAA district office within 48 hours.
- C—FAA Administrator within 10 days.

Answer C—Subject Matter Knowledge Code: D20. FAR Section 121.557(c) states: "Whenever a pilot in command or dispatcher exercises emergency authority, he shall keep the appropriate ATC facility and dispatcher centers fully informed of the progress of the flight. The person declaring the emergency shall send a written report of any deviation through the air carrier's operations manager, to the Administrator. A dispatcher shall send his report within 10 days after the date of the emergency, and a pilot in command shall send his report within 10 days after returning to his home base."

FLIGHT NAVIGATOR (FAR 63) (FNX)

1. What document(s) must be in a person's possession for that person to act as a flight navigator?

- A—Current flight navigator certificate and a current second-class (or higher) medical certificate.
- B—Current flight navigator certificate and a valid passport.
- C—Third-class medical certificate and current flight navigator certificate.

Answer A—Subject Matter Knowledge Code: A30. FAR Section 63.3(b) states: "No person may act as a flight navigator of a civil aircraft of U.S. registry unless he has in his personal possession a current flight navigator certificate issued to him under this part and a second-class (or higher) medical certificate issued to him under part 67 of this chapter within the preceding 12 months."

2. Assuring that appropriate aeronautical charts are aboard an aircraft is the responsibility of the

- A—aircraft dispatcher.
- B—flight navigator.
- C—pilot in command.

Answer C—Subject Matter Knowledge Code: D20. FAR Section 121.549(a) states: "The pilot in command shall ensure that appropriate aeronautical charts containing adequate information concerning navigation aids and instrument approach procedures are aboard the aircraft for each flight."

APPENDIX 1

LIST OF REFERENCE MATERIALS AND SUBJECT MATTER KNOWLEDGE CODES

The publications listed in the following pages contain study material you need to be familiar with when preparing for airline transport pilot, aircraft dispatcher, and flight navigator knowledge tests. All these publications can be purchased through U.S. Government bookstores, commercial aviation supply houses, or industry organizations. The latest revision of the listed references should be requested. Additional study material is also available through these sources that may be helpful in preparing for the knowledge tests.

The subject matter knowledge codes establish the specific reference for the knowledge standard. When reviewing results of your knowledge test, you should compare the subject matter knowledge code(s) on your airman test report to the ones found below. This will be helpful for both review and preparation for the practical test.

FAR 1 Definitions and Abbreviations

- A01 General Definitions
- A02 Abbreviations and Symbols

FAR 61 Certification: Pilots and Flight Instructors

- A20 General
- A21 Aircraft Ratings and Special Certificates
- A25 Airline Transport Pilots

FAR 63 Certification: Flight Crewmembers Other Than Pilots

- A32 Flight Navigators

FAR 65 Certification: Airmen Other Than Flight Crewmembers

- A41 Aircraft Dispatchers

FAR 91 General Operating Rules

- B07 General
- B08 Flight Rules – General
- B09 Visual Flight Rules
- B10 Instrument Flight Rules
- B11 Equipment, Instrument, and Certification Requirements
- B14 Large and Turbine-powered Multiengine Airplanes
- B15 Additional Equipment and Operating Requirements for Large and Transport Category Aircraft
- B17 Foreign Aircraft Operations and Operations of U.S.-Registered Civil Aircraft Outside of the U.S.

FAR 108 Airplane Operator Security

- C10 General

FAR 121 Certification and Operations: Domestic, Flag and Supplemental Air Carriers and Commercial Operators of Large Aircraft

- D05 Approval of Routes: Domestic and Flag Air Carriers
- D09 Airplane Performance Operating Limitations
- D10 Special Airworthiness Requirements
- D11 Instrument and Equipment Requirements
- D13 Airman and Crewmember Requirements
- D14 Training Program
- D15 Crewmember Qualifications
- D16 Aircraft Dispatcher Qualifications and Duty Time Limitations: Domestic and Flag Air Carriers
- D17 Flight Time Limitations and Rest Requirements: Domestic Air Carriers
- D18 Flight Time Limitations: Flag Air Carriers
- D19 Flight Time limitations: Supplemental Air Carriers and Commercial Operators
- D20 Flight Operations
- D21 Dispatching and Flight Release Rules
- D22 Records and Reports

FAR 135 Air Taxi Operators and Commercial Operators

- E01 General
- E02 Flight Operations
- E03 Aircraft and Equipment
- E04 VFR/IFR Operating Limitations and Weather Requirements
- E05 Flight Crewmember Requirements

- E06 Flight Crewmember Flight Time Limitations and Rest Requirements
- E07 Crewmember Testing Requirements
- E09 Airplane Performance Operating Limitations
- E10 Maintenance, Preventive Maintenance, and Alterations
- E11 Appendix A: Additional Airworthiness Standards for 10 or More Passenger Airplanes

US HMR172 Hazardous Materials Table

- F02 General

US HMR 175 Materials Transportation Bureau Hazardous Materials Regulations (HMR)

- G01 General Information and Regulations
- G02 Loading, Unloading, and Handling
- G03 Specific Regulation Applicable According to Classification of Material

NTSB 830 Rules Pertaining to the Notification and Reporting of Aircraft Accidents or Incidents and Overdue Aircraft, and Preservation of Aircraft Wreckage, Mail, Cargo, and Records

- G10 General
- G11 Initial Notification of Aircraft Accidents, Incidents, and Overdue Aircraft
- G13 Reporting of Aircraft Accidents, Incidents, and Overdue Aircraft

AC 61-23 Pilot's Handbook of Aeronautical Knowledge

- H01 Principles of Flight
- H02 Airplanes and Engines
- H04 Airplane Performance
- H07 Navigation

AC 91-23 Pilot's Weight and Balance Handbook

- H13 Index and Graphic Limits
- H14 Change of Weight
- H15 Control of Loading – General Aviation
- H16 Control of Loading – Large Aircraft

AC 61-21 Flight Training Handbook

- H55 Basic Flight Maneuvers
- H60 Proficiency Flight Maneuvers
- H65 Transition to Other Airplanes

- H66 Principles of Flight and Performance Characteristics

AC 61-13 Basic Helicopter Handbook

- H71 Aerodynamics of Flight
- H72 Loads and Load Factors
- H73 Function of the Controls
- H74 Other Helicopter Components and Their Functions
- H76 Weight and Balance
- H77 Helicopter Performance
- H78 Some Hazards of Helicopter Flight
- H80 Helicopter Flight Maneuvers
- H81 Confined Area, Pinnacle, and Ridgeline Operations

AC 61-27 Instrument Flying Handbook

- I04 Basic Flight Instruments
- I07 Electronic Aids to Instrument Flying
- I08 Using the Navigation Instruments
- I13 Flight Planning
- I14 Appendix: Instrument Instructor Lesson Guide – Airplanes

AC 00-6 Aviation Weather

- I20 The Earth's Atmosphere
- I21 Temperature
- I22 Atmospheric Pressure and Altimetry
- I23 Wind
- I24 Moisture, Cloud Formation, and Precipitation
- I25 Stable and Unstable Air
- I26 Clouds
- I27 Air Masses and Fronts
- I28 Turbulence
- I29 Icing
- I30 Thunderstorms
- I31 Common IFR Producers
- I32 High Altitude Weather
- I33 Arctic Weather
- I34 Tropical Weather

AC 00-45 Aviation Weather Services

- I41 Surface Aviation Weather Reports
- I42 Pilot and Radar Reports and Satellite Pictures
- I43 Aviation Weather Forecasts
- I44 Surface Analysis Chart
- I45 Weather Depiction Chart
- I46 Radar Summary Chart

- I47 Significant Weather Prognostics
- I48 Winds and Temperatures Aloft
- I50 Severe Weather Outlook Chart
- I51 Constant Pressure Charts

AIM Airman's Information Manual

- J01 Air Navigation Radio Aids
- J03 Airport Lighting Aids
- J05 Airport Marking Aids
- J06 Airspace – General
- J08 Controlled Airspace
- J09 Special Use Airspace
- J10 Other Airspace Areas
- J11 Service Available to Pilots
- J12 Radio Communications Phraseology and Techniques
- J13 Airport Operations
- J14 ATC Clearance/Separations
- J15 Preflight
- J16 Departure Procedures
- J17 En Route Procedures
- J18 Arrival Procedures
- J19 Pilot/Controller Roles and Responsibilities
- J20 National Security and Interception Procedures
- J21 Emergency Procedures – General
- J25 Meteorology
- J26 Altimeter Setting Procedures
- J27 Wake Turbulence
- J30 Safety, Accident, and Hazard Reports
- J31 Fitness for Flight
- J33 Pilot Controller Glossary
- J34 Airport/Facility Directory
- J35 En Route Low Altitude Chart
- J36 En Route High Altitude Chart
- J40 Standard Instrument Departure (SID) Chart
- J41 Standard Terminal Arrival (STAR) Chart
- J42 Instrument Approach Procedures

AC 67-2 Medical Handbook for Pilots

- J52 Hypoxia
- J53 Hyperventilation
- J56 Alcohol
- J58 Carbon Monoxide
- J62 Disorientation (Vertigo)

Additional Advisory Circulars

- K01 AC 00-24, Thunderstorms
- K02 AC 00-30, Rules of Thumb for Avoiding or Minimizing Encounters with Clear Air Turbulence
- K04 AC 00-54, Pilot Wind Shear Guide
- K40 AC 25-4, Inertial Navigation System (INS)
- L50 AC 91-6, Water, Slush, and Snow on the Runway
- L57 AC 91-43, Unreliable Airspeed Indications
- L80 AC 103-4, Hazard Associated with Sublimation of Solid Carbon Dioxide (Dry Ice) Aboard Aircraft
- M08 AC 120-58, Large Aircraft Ground Deicing
- M51 AC 20-117, Hazards Following Ground Deicing and Ground Operations in Conditions Conducive to Aircraft Icing

The Aircraft Gas Turbine Engine and Its Operation — United Technologies Corporation, Pratt Whitney, 1988

- T01 Gas Turbine Engine Fundamentals
- T03 Gas Turbine Engine Components
- T05 Operational Characteristics of Jet Engines

Aircraft Powerplants – McGraw-Hill, Sixth Edition

- T07 Aircraft Powerplant Classification and Progress
- T11 Induction Systems, Superchargers, Turbochargers, and Exhaust Systems
- T24 Gas-Turbine Operation, Inspection, Troubleshooting, Maintenance, and Overhaul

Aircraft Basic Science – McGraw-Hill, Sixth Edition

- T34 Airfoils and their Application

Aircraft Maintenance and Repair – McGraw-Hill, Fifth Edition

- T45 Aircraft Systems

EA-363 Transport Category Aircraft Systems – IAP, Inc.

- T55 Anti-Icing Systems and Rain Protection
- T58 Fuel Systems

FAA Accident Prevention Program Bulletins

- V12 FAA-P-8740-48, On Landings, Part I
- V14 FAA-P-8740-50, On Landings, Part III

EA-338 Flight Theory for Pilots – IAP, Inc., Third Edition

- W03 Aerodynamic Forces on Airfoils
- W04 Lift and Stall
- W05 Drag
- W06 Jet Aircraft Basic Performance
- W07 Jet Aircraft Applied Performance
- W12 Takeoff Performance
- W13 Landing Performance
- W14 Maneuvering Performance
- W16 Directional and Lateral Stability and Control
- W17 High Speed Flight

Fly the Wing, – Iowa State University Press/Ames, Second Edition

- X07 Takeoffs
- X09 Climb, Cruise, and Descent
- X15 Landings: Approach Technique and Performance

NOTE: AC 00-2, Advisory Circular Checklist, transmits the status of all FAA advisory circulars (AC's), as well as FAA internal publications and miscellaneous flight information such as Airman's Information Manual (AIM), Airport/Facility Directory, practical test standards, and other material directly related to a certificate or rating. To obtain a free copy of AC 00-2, send your request to:

U.S. Department of Transportation
General Services Section, M-45.3
Washington, DC 20590

SUPPLEMENTAL STUDY REFERENCE MATERIALS

Aircraft Basic Science McGraw–Hill

Aircraft Powerplants McGraw–Hill

Aerodynamics For Naval Aviators, NAVWEPS 00-80T-80

FAR 125 Certification and Operations: Airplanes Having a Seating Capacity of 20 or More Passengers or a Maximum Payload Capacity of 6,000 Pounds or More

AC 00-30 Rules of Thumb for Avoiding or Minimizing Encounters with Clear Air Turbulence

AC 00-46 Aviation Safety Reporting Program

AC 60-22 Aeronautical Decision Making

AC 61-107 Operations of Aircraft at Altitudes Above 25,000 Feet MSL and/or Mach Numbers (Mmo) Greater Than .75

AC 90-23 Aircraft Wake Turbulence

AC 90-48 Pilots' Role in Collision Avoidance

AC 90-87 Helicopter Dynamic Rollover

AC 91-32 Safety In and Around Helicopters

AC 91-13 Cold Weather Operation of Aircraft

AC 91-50 Importance of Transponder Operation and Altitude Reporting

AC 120-27 Aircraft Weight and Balance Control

AC 120-38 Transport Category Airplanes Cabin Ozone Concentrations

AC 120-43 The Influence of Beards on Oxygen Mask Efficiency

AC 120-48 Communication and Coordination Between Flight Crewmembers and Flight Attendants

AC 121.195 Operational Landing Distances for Wet Runways; Transport Category Airplanes

AC 150/5340-1 Standards for Airport Markings

COMPUTER TESTING DESIGNEES

The following is a list of the computer testing designees authorized to give FAA knowledge tests. This list should be helpful in choosing where to register for a test or for requesting additional information.

Aviation Business Services
1-800-947-4228
outside U.S. (415) 259-8550

Drake Prometric
1-800-359-3278
outside U.S. (612) 896-7702

Sylvan Learning Systems, Inc.
1-800-967-1100
outside U.S. (410) 880-0880, Extension 8890

The latest listing of computer testing designees and computer testing center locations is available by calling the local Flight Standards District Office or the Examiners Bulletin Board, by computer modem, at (405) 954-4530 or 1-800-858-2107.

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